

Staff Report
San Luis Obispo County Airport Land Use Commission

3-1

DATE: August 17, 2005

TO: AIRPORT LAND USE COMMISSION

FROM: BILL ROBESON, COUNTY PLANNING AND BUILDING

REFERRING AGENCY: CITY OF SAN LUIS OBISPO:
(Phil Dunsmore, Planner; City File No. 78-05, Applicant
Dan Lemberg)

SUBJECT: A MANDATORY REFERRAL FOR DETERMINATION OF CONSISTENCY OR INCONSISTENCY FOR THE REZONING OF A SITE (3 PARCELS) KNOWN AS THE VILLAGE MARKETPLACE, FROM NEIGHBORHOOD COMMERCIAL WITH SPECIAL CONSIDERATIONS (CN-S) TO NEIGHBORHOOD COMMERCIAL PLANNED DEVELOPMENT WITH SPECIAL CONSIDERATIONS (CN-PD-S). THE SITE IS ALREADY BUILT OUT AND IS LOCATED AT THE CORNER OF BROAD STREET AND ORCUTT ROAD IN THE CITY OF SAN LUIS OBISPO (3212, 3220 and 3230 Broad Street). THE SITE FOR THE PROPOSED REZONE IS LOCATED IN SAN LUIS OBISPO AIRPORT SAFETY AREA S-2.

RECOMMENDATION

Recommend a determination of Consistency for the rezoning of the "The Village Marketplace" to the City of San Luis Obispo based on the following:

Finding: The rezoning of the subject parcels is consistent with the San Luis Obispo County Airport Land Use Plan (ALUP) because the maximum occupancy of the allowable uses proposed will not exceed the limitations (150 persons per acre – non residential use) provided by Table 10 of the San Luis Obispo County Regional Airport Land Use Plan. In addition, the proposed rezoning of the parcels will continue to allow the existing and proposed uses to remain in conformance with all Noise Policies set forth by the ALUP.

PROJECT DESCRIPTION

Proposal: Mandatory referral for determination of a change in zoning.

San Luis Obispo County Regional Airport Plan

Airport Land Use Areas: The site for the proposed rezone is located in Safety Area S-2, a small portion of the site is within the 50dB noise contour and the entire site is outside the Single Event Noise Contours.

Setting

Existing Uses: built out with commercial buildings and two apartments (1- one bedroom and 1- two bedroom)
Site Area: 4.81 acres

Discussion

In 2002 the ALUC reviewed the original layout of commercial building with 2 apartments. The ALUC found the project to be consistent at that time. Currently the applicant is requesting a rezone of the parcels to allow a larger variety of use to occupy this commercial development. The ALUP focuses in on the number of people per acre rather than the specific use. In this case the number, of people allowed by the ALUP is 722 people (4.81 acres X 150 people per acre). The Architect for the applicant has calculated that there will be a maximum occupancy of 563 people total on the site. The uses used to calculate the maximum number of people on the site were the existing uses and uses that could possibly occupy the newer spaces. The typical mix of uses envisioned in these buildings is Retail Sales, Restaurants and Medical Services. No new residential uses are proposed.

Recommendation

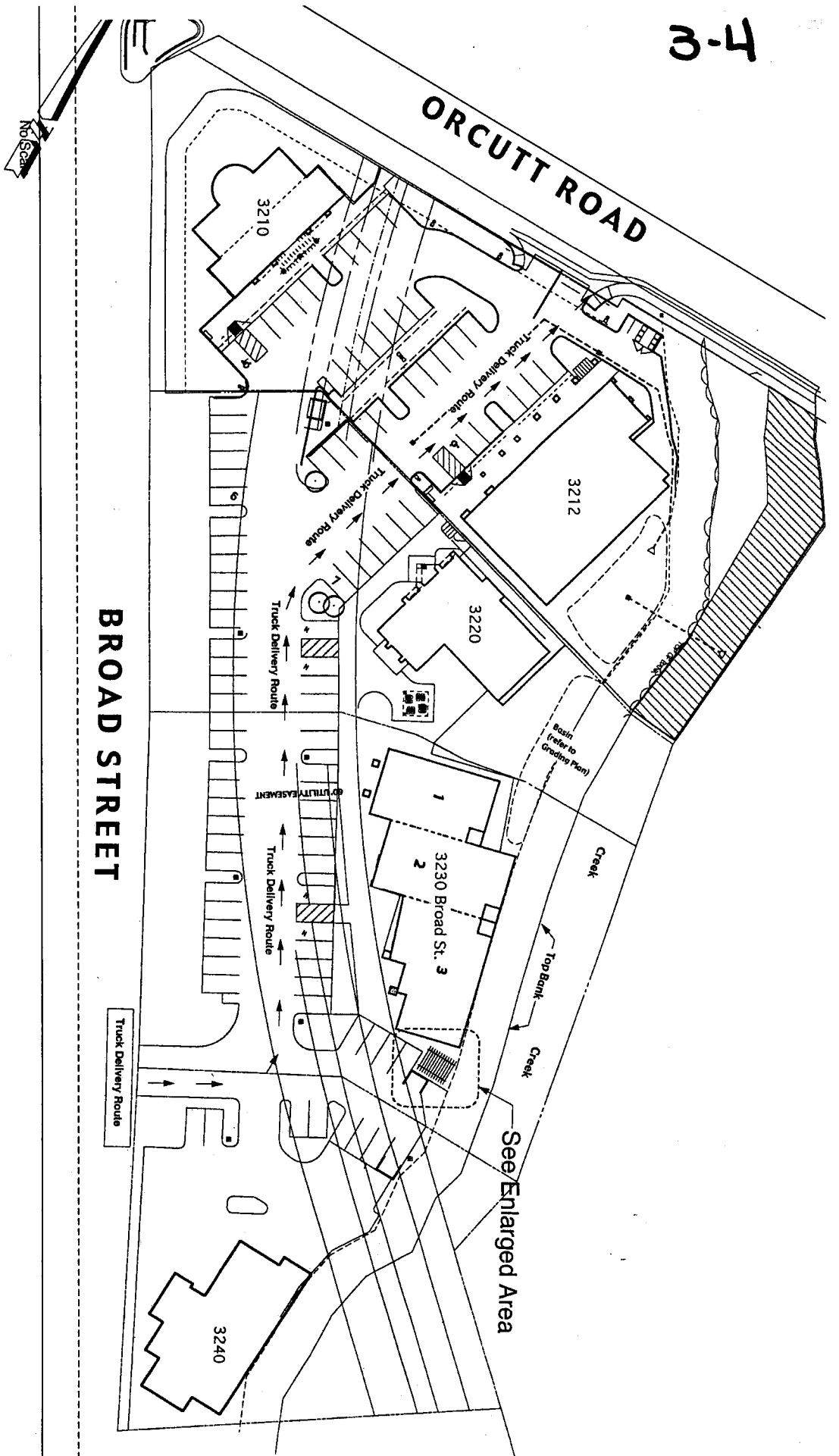
Staff advises your Commission to determine that the proposed rezoning be found consistent with the ALUP, because the maximum number of people per acre for both non-residential and residential set by the ALUP, will not be exceeded.

The Village Marketplace

Request to **rezone** the subject properties from
Commercial Neighborhood with Special
Considerations (C-N-S)

To Commercial Neighborhood – Planned Development
with Special Considerations (C-N-PD-S). Rezoning the
property to C-N-PD-S would increase the commercial
allowable uses available to
the property.

There are two apartments/residential units on the
site and the applicant is proposing no increase in
residential units.



Site Plan for The Village Marketplace



Aerial Photo approx. 15 month old – project is built out as site plan shows





Figure 3 AVIATION SAFETY AREAS

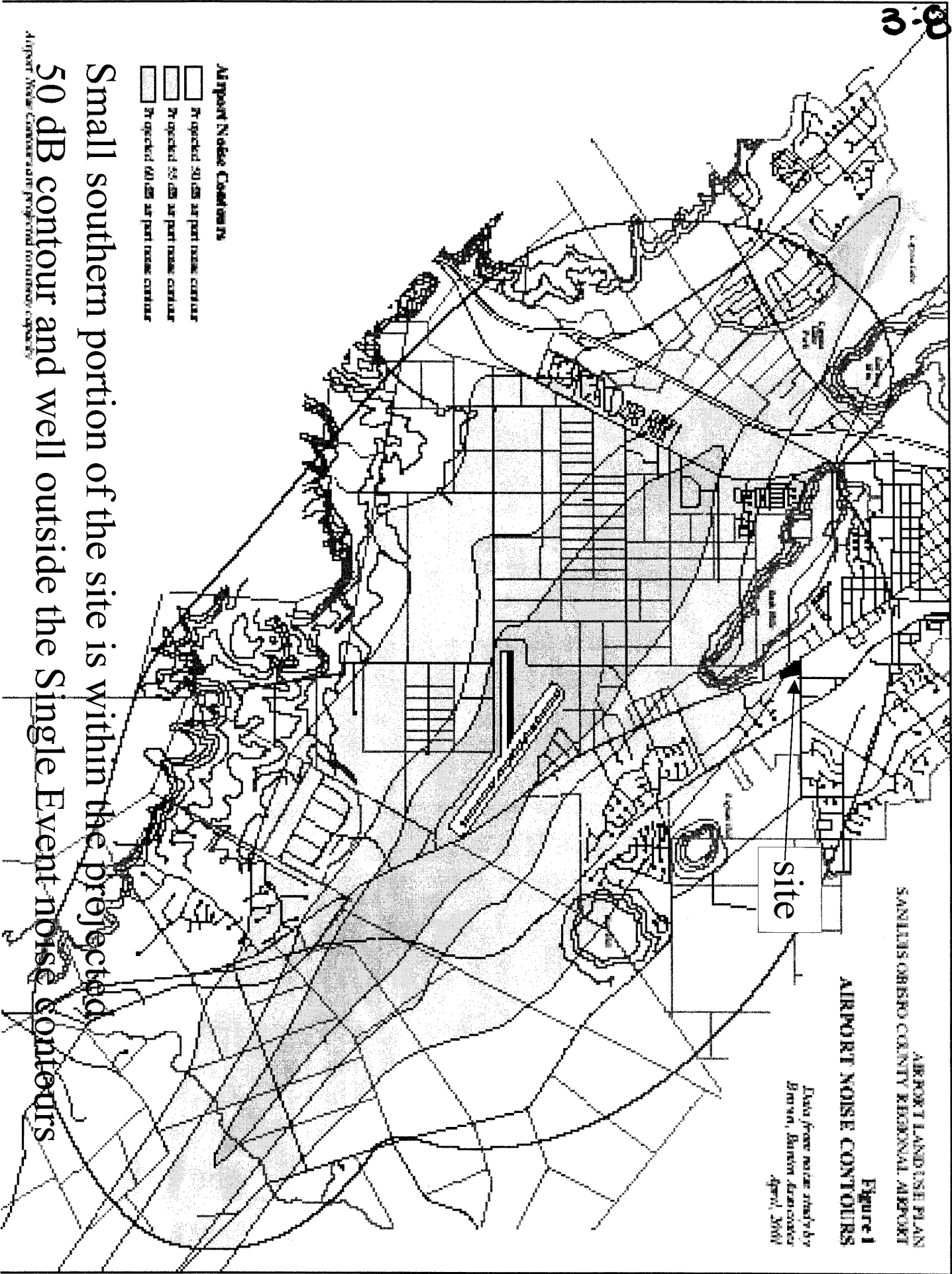
2025

- ☐ **Barreny ground level zone**
- ☐ **5 safety. Area 5-1a - A area with frequent or low-visibility aircraft operations at less than 500 feet above ground level, which are below the 250 feet of controlled tower airspace and within 1000 feet of a runway and**
- ☐ **5 safety. Area 5-1b - A area within gliding distance of powered flight paths for aircraft operations at less than 500 feet above ground level, plus include the safety areas and obstacle landing areas and clear safety zones for each runway**
- ☐ **5 safety. Area 5-1c - A area not including 5 safety. Areas 5-1a or 5-1b, but which are within 0.5 nm of a non-towered operations at less than 500 feet above ground level**
- ☐ **5 safety. Area 5-2 - A area with non-towered operations at 500 to 1000 feet above**

Site is located in Airport Safety Area 2 where the max. persons per acre for non residential uses = 150 persons and the max. number of residential units is 12 per acre
Site= 4.81 Acres x 150
722 people maximum per ALUP Table 10
actual projected max. occupancy = 563

Figure 1
AIRPORT NOISE CONTOURS

*Data from noise study by
Brown, Barton Associates
April, 2001*



Small southern portion of the site is within the projected
50 dB contour and well outside the Single Event noise contours

Airport Noise Contours are projected for future capacity